

to resort to extreme measures, states that the late  
Abel Lawrence was a petitioner for the repeal of the  
Liquor Law, and in the conclusion the people  
called upon to rally under the banner of reform.  
The resolutions are simply a declaration against the  
Liquor Law, and an appeal to all good citizens to  
which has possessed the State, and to erase the same  
from the statute books.  
The second resolution is as follows:  
Resolved, That the law is oppressive, impotent,  
and a curse to the community, and that the people  
call upon all good citizens to rally under the banner  
of reform, and to demand the repeal of the Liquor  
Law, and the establishment of a system of temperance  
which shall be a blessing to the State, and of the  
people's political safety which is to be granted.

**KANSAS LEGISLATURE.**  
CHICAGO, Thursday, Aug. 30, 1855.  
In the Kansas Legislature on the 29th inst. the con-  
current resolutions commencing of President Pierce  
for removing Judge Emory were debated. Mr. Mc-  
Meekin thought the President should be taught to  
know his place. Mr. Stimpson did not object to  
the vote of censure, but thought they were making  
themselves ridiculous. Mr. Blair said that Emory  
was removed only to prepare the way for Emory's  
return. Mr. Whitlock thought the President should  
have sent a battalion of soldiers to slaughter the whole  
crew of Free-Soilers. Mr. Woodell looked upon the  
President as a mean Yankee and a double dyed coward.  
An amendment was finally adopted leaving the  
resolution about the same as the original.

**HORRIBLE MURDER.**  
OSWEGO, Thursday, Aug. 30, 1855.  
A most awful murder was committed in North  
Sterling, about nine miles west of Oswego, last night.  
A man named Fitzgerald, together with his wife, was  
found dead in his bed this morning, most horribly cut  
to pieces. A young son of theirs was also discovered  
in the same room, badly mutilated but still alive;  
he has since died. Another son, by the name of John,  
is suspected of committing the deed, as he tells a great  
many contradictory stories in regard to it. He was  
recently arrested for horse-stealing. A short time ago  
he had a quarrel with his father and threatened to  
kill him, and yesterday he had another with his  
mother. He has been arrested, and says the murder  
was committed by a negro, and not by him. Another  
son, in a different part of the house, heard nothing till  
the screaming of his little brother aroused him, when  
he got up and alarmed the neighbors. Before sounding  
the alarm it was found that all the doors of the  
house had been fastened on the inside, and that John  
was in the room with the murdered persons. He slept  
on the floor, in a room opening into the bedroom  
where the murder was committed.

**THE CANADA AT BOSTON.**  
BOSTON, Thursday, Aug. 30, 1855.  
The Canada arrived here about 1 o'clock this after-  
noon. The news appears to have been fully anticipated  
from Hull and from Montreal. Her mail was forwarded via  
Stouffville, and will be due in New-York early on Friday morning.  
The following was telegraphed from London to  
Liverpool:  
PORTSMOUTH, Friday night.—At 7 o'clock this evening  
her Majesty, Queen Albert, and the Court com-  
manded on board the steam-yacht Victoria and Albert,  
and started at daylight for Boulogne.

BOULOGNE, 17th.—The Emperor arrived here from  
Paris at 1 o'clock this evening and proceeded amid  
the acclamations of the people to the Hotel Royal  
Imperial. The English ship Neptune, the St. George,  
and other ships of the royal squadron, have  
fired a royal salute from the offing. The whole town  
is in a state of intense excitement.  
The Russians had been killed and wounded in the  
Russian attack on the Chertanoy.  
The London Post says "that Gen. Liprandi made  
the attack by orders from St. Petersburg, in conse-  
quence of a death of provisions, means of transport,  
&c., which threatened the existence of his army if  
the month of September found the Russians in their  
present position."  
The Post states that the besieged and beleaguers  
are so close at Sevastopol that hand-grenades have become  
the favorite weapon. The same journal predicts the  
speedy capture of the place.  
The bulletin in the Bank of England had increased  
£2,500,000.

At Hamburg there was a continued scarcity of  
money, owing to a large quantity of bar silver being  
sent to England. The rate of exchange presents an  
unfavorable appearance. The same was the case at  
Amsterdam.  
The ship Lightfoot of New-York, from London  
March 19 for California, arrived at Sand Heads June 21,  
with loss of all her topmasts in a whirlwind, and for  
want of a steamer was wrecked near Sand Anchoring  
Bay June 29th, and became a total loss. Crew saved.

**FROM WASHINGTON.**  
WASHINGTON, Thursday, Aug. 30, 1855.  
The President will return to New-York on Saturday.  
Accompanied by Mrs. Pierce's health much  
improved by their visit to the Springs.

**THE YELLOW FEVER.**  
BALTIMORE, Thursday, Aug. 30, 1855.  
The yellow fever shows no abatement at Norfolk.  
During the forty-eight hours ending at noon yester-  
day, the deaths numbered 10.  
At Portsmouth, during the same period, there were  
20 deaths.

Dr. Robert Thompson of Baltimore, and Dr. Can-  
non of Norfolk, are among the dead.  
Clarkston is sending more physicians and nurses to  
the aid of the sick.  
The letters from Portsmouth, Va., announce  
the death of Dr. T. C. Major. Major Fiske is recover-  
ing, as is also the Rev. Mr. Develin, a Catholic priest.  
The Rev. Messrs. Willis and Deller, Methodists, are  
down with the fever, and Dr. de Castro, the Cuban  
physician, and Dr. Halson have been attacked.

**THE TELEGRAPH EXCURSIONISTS.**  
HALIFAX, Thursday, Aug. 30, 1855.  
The captain of a vessel arrived at this port from  
Port au Prince, states that the ship with the submarine  
telegraph cable on board, arrived at their place on the  
10th inst. The James Adger took her in tow and  
started for Cape Breton. She left again on the 24th, ex-  
pecting to reach Cape Breton in about two days.  
The excursionists on board the Adger were all well.  
The steamer America arrived here from Boston  
about 10 o'clock this evening, and shortly afterward  
departed for Liverpool.

**THE CRESCENT CITY.**  
NEW-ORLEANS, Thursday, Aug. 30, 1855.  
The steamship Crescent City is now thirty days  
out from New-York for this port, and as yet we have  
not tidings of her. There is some anxiety felt for her.

**NAVIGATION AT WHEELING.**  
WHEELING, Thursday, Aug. 30, 1855.  
There are seven or eight boats in the channel, and  
trifles are low and boats plenty.

**FATAL ACCIDENT.**  
COLD SPRING, N. Y., Thursday, Aug. 30, 1855.  
While some boys were "playing soldier" this after-  
noon in this village Thomas Puelon was stabbed  
in the lower part of his body with a sharp-pointed  
stick by a boy named Platen, and injured so  
much that he died in about half an hour afterward.  
The deceased was about eight years of age.

**FOUR PERSONS DROWNED.**  
ALBANY, Thursday, Aug. 30, 1855.  
Four young men belonging to Montreal, named  
Charles Atwater, Wm. Webster, Henry M. Webster  
and Wm. Keeler, were drowned while crossing Lake  
Champlain from Chimney Point to Crown Point.  
The day on which they were drowned is not stated.  
Atwater was a son of Alderman Atwater of Montreal.  
All the bodies had been recovered. The Webster  
was seen of Dr. Webster, and Keeler was a student  
of the proprietor of the London Times. They all  
left Montreal on the 29th inst. on a pleasure excursion.

**A MAN SHOT.**  
HIGHLANDS, Thursday, Aug. 30, 1855.  
Capt. Terry, an ex-soldier, was shot on the Hook  
this morning. There seems to be no mystery about  
the affair. The shooting is supposed to have been ac-  
cidental.

**CITY POLITICS.**  
THIRD SENATORIAL CONVENTION.—This Convention  
commenced last evening at the Irving House, at 8  
o'clock. Upon the Convention being called to order,  
Charles T. Zeppan of the Fifth Ward was elected as  
Chairman, and Messrs. J. G. Abbe of the Second and  
Henry Smith of the First Ward appointed Secretaries.  
After appearing two sets of delegates from the  
Third Ward, it was finally settled by admitting what  
was called the "College-place Ticket."  
The E. & G. P. of the Third was elected  
Delegates at large, receiving 15 votes.  
Messrs. Oving Benson of the Sixth and Dennis

McLaughlin of the Fourth Ward were appointed  
Tellers.  
Upon taking a ballot it resulted as follows:  
FIRST BALLOT.  
James H. Webb, Second Ward, 11  
Theodore A. Ward, Fifth Ward, 19  
Benjamin H. Webb, First Ward, 14  
No choice having been made, the Delegates entered  
a second ballot, resulting as follows:  
James H. Webb, Second Ward, 13  
Theodore A. Ward, Fifth Ward, 12  
On motion of Dennis McLaughlin the nomination  
was made unanimous, and the Convention adjourned,  
subject to the call of the chair.

**FIFTH SENATORIAL DISTRICT.**—The Convention  
being called to order, on motion, Benedict Lewis, Jr.,  
of the Fourteenth Ward was called to the chair, and  
E. D. Lawrence of the Ninth Ward was selected as  
Secretary. Upon taking a ballot the vote was for  
H. M. Webb of the Eighth Ward, 11  
Charles A. Ward of the Fifth Ward, 7  
Charles C. of the Ninth Ward, 4  
On motion, the nomination was made unanimous,  
and the Convention adjourned sine die.

**XVTH WARD KNOW-NOTHING NOMINATION.**—The  
"Knights of the Dark Lantern" in the XVth Ward  
have made the following nominations: For Council-  
man of the XLVth District, J. W. Van Riper.  
XLVth District—Frederick Wagner. XLIXth Dis-  
trict—Alanson Jones. LH District—Daniel McFarlane.  
The balance of the ticket, it is understood, will  
be made up in a few days.

**DELEGATE TO THE WHIG ASSEMBLY CONVENTION**  
FROM THE FOURTEENTH DISTRICT.—The Convention  
of Whig Delegates from the XVth and XXth Wards  
met last evening at the Irish House, and nominated  
Isaac Dayton of the XVth Ward as Delegate to the  
Whig Assembly Convention at Syracuse, and C. T.  
Williamson of the XXth Ward, Alternate.

**COLD WEATHER.**—In the neighborhood of Boston  
on Wednesday morning the thermometer was down to  
40, and in one instance 36 degrees. On Saturday last  
there were snow flakes falling at St. Johnsbury and  
Dunville, Vermont.

## THE GREAT RAILROAD SLAUGHTER.

### TWENTY-FIVE PERSONS DEAD.

#### NAMES AND CONDITION OF THE WOUNDED.

#### CORONER'S INQUEST.

#### Authentic Accounts from Our Own Reporters.

The absorbing event of the day is of course the aw-  
ful slaughter on the Camden and Amboy Railroad,  
(not the New-Jersey Railroad, as stated in our morn-  
ing edition of yesterday.)  
We gave yesterday a pretty full account of the dis-  
aster, but necessarily in many points imperfect. This  
morning we are enabled to give correct particulars,  
gathered by our own Reporters on the spot, together  
with the testimony taken before the Coroner.

[By Telegraph.]  
PHILADELPHIA, Thursday, Aug. 30, 1855.  
Dr. Heineken, who drove the vehicle which caused  
the deplorable accident on the Camden and Amboy  
Railroad yesterday, states that he was driving to Bur-  
lington for the purpose of crossing to Bristol, but was  
going through Florence to visit his patients. He  
heard no whistle or other indication of a train being  
in the vicinity, nor could he see one, although he  
looked up and down the track.

As soon as he discovered the train he tried to back  
his horse, but they only halted on the rails. He de-  
clares that the cars were positively moving at the  
rate of thirty miles an hour, although, being within  
city bounds, the Legislature forbids a speed of over  
six miles an hour. The horses of course were in-  
stantly killed and the carriage upset, but its occu-  
pants, except the Doctor, whose shoulder was hurt,  
escaped with slight injuries.

We learn from Burlington that no deaths occurred  
during the night. The Coroner was proceeding with  
the inquest.  
Wm. H. Newbold, broker, was dreadfully injured,  
and it is supposed cannot recover.  
Miss Maria Newbold, daughter of George Newbold,  
was also seriously hurt.

Mr. Meredith of Baltimore, who was killed, was of  
the firm Meredith & Spence; and Mr. Dallam of the  
same city, was of the firm of Dallam & Miller. Both  
are wholesale dry goods houses.

**ANOTHER ACCOUNT.**  
The train on the Trenton road from New-York was  
detained two hours by the breaking of the connecting  
rod. Taylor, the fireman, was struck on the head and  
badly hurt.  
BURLINGTON, Thursday, Aug. 30.—P. M.  
Thirty of the wounded still remain at this place. A  
number of the victims have been interred here, while  
the remains of some have been removed to their  
former homes. Two bodies still remain unrecognized;  
one of them a man about 50 years, respectfully  
dressed, and the other apparently an Irish laborer.  
They are terribly mutilated.

**HOW THE AFFAIR OCCURRED.**  
From Our Reporters.  
The reports which you have already published concern-  
ing this frightful tragedy have prepared the public  
for the reception of its heart-rending details.  
These statements, as will be perceived, differ essen-  
tially from those which have already appeared, and  
may be relied upon for their accuracy.

The circumstances of the catastrophe are briefly as  
follows: The 10 o'clock train from Philadelphia left  
punctually on Wednesday morning, and consisted of  
five passenger-cars, baggage car, and locomotive. Is-  
rael Adams was the engineer and Isaac Van Nostrand  
the conductor. The train reached Burlington station  
a few moments past 11 o'clock, and waited the arrival  
of the New-York train from five to ten minutes. The  
up train not making its appearance, the Philadelphia  
train moved onward at a moderate rate—the engineer  
keeping a lookout for the other train. It had pro-  
ceeded about a mile and a half, when the expected  
train came in sight, and immediately gave two loud,  
sharp blows of the steam-whistle, which is the signal  
for the brakes and to reverse the engine. The en-  
gineer of the Philadelphia train, alarmed at his desper-  
ate position, instantly commenced backing, and  
went under a headway of between twenty and thirty  
miles an hour, for Burlington again. To comprehend  
this reverse movement, it must be remembered that  
the passenger-cars, usually placed behind and coming  
off the locomotive, were now in front and pushed  
forward by the locomotive. Thus the engineer was  
of course ignorant as to what was in advance of the  
backward-going train. He had run but one-half of a  
mile when the first passenger-car came in contact  
with a light wagon driven by Dr. Heineken of Col-  
umbus, N. J., who attempted to cross the track in  
front of the cars.

The pole of the carriage breaking, the occupants,  
consisting of the Doctor, his wife, two children and  
wife's father, escaped unhurt. One of the horses was  
driven to pieces, but the carcass of the other, falling  
across the rails, turned the first car off the track. The  
subsequent destruction can be readily understood when  
the rapid rate at which the train was impelled is  
considered. The first car being driven backward, the  
second was thrown diagonally across the track, and its  
center literally smashed into atoms by the opposition  
with the third. Both of these cars fell down the  
embankment, a height of about seven or eight feet.  
There were five cars torn to pieces. A more complete  
wreck was never witnessed. One of the cars was re-  
duced to splinters; another was cut in two, one end  
being reversed, and the other end in an upright po-  
sition, frightfully shattered. The other cars were ripped  
from one end to the other and beyond repair. Some  
of the heavy iron axles were twisted into a bow. The  
heavy T rail was bent in some places and torn from  
its fastenings, the inside flanges being cut as if by a  
sharp ax.

The scene which caused such a description. The  
cars piled upon each other, in shattered fragments  
from beneath which myriads of human beings were  
crawling, a mangled, and reeking with blood  
like perspiration; the shrieks, groans, sobs, absolute  
howlings of the wretched beings thus crumpled as  
were in destruction—mangled forms of men and  
women hurried together with broken pieces, bars of  
iron, massive wheels, and scattered baggage—all com-  
bined to render this fearful scene even more terrible to  
the imagination. One of the passengers—Mr. George  
Ridgeway—jumped from the train, and the next in-  
stant was hurled beneath it a lifeless, disfigured mass.  
Those persons who came to the rescue knew not where  
to begin the work of assistance from the urgent calls  
which arose on every side. The unhurt and the least  
injured were crawling up the banks, many of them be-  
ing able to walk to the houses in the neighborhood,  
where they prayed for a glass of water—their suffer-  
ings being fearfully aggravated by thirst. On every  
side could be heard the sobs and wailings of those who  
had just recognized a dear friend or relative among the  
mangled and conglomeration mass. Wives for their  
husbands, husbands for their wives, parents, children  
—all joined in swelling this vast aggregate of agony  
and horror.

As soon as the accident was known, John S. Frick,  
one of the Directors of the Burlington and Mount  
Holly Railroad, the depot of which is close to the  
scene of the disaster, got ready a train of cars and  
proceeded to the spot. He nobly assisted in extricating  
the wounded from the wreck, and took the cushions  
and doors of the cars for beds on which to lay  
them. He then started the train down to Burlington  
and prepared quarters for them, where they received  
such care and attention as their injuries required. He  
then returned with the train and brought down the  
dead, who were placed in coffins and taken to the Ly-  
ceum.

While the details of this horrible catastrophe were  
heart-rending to a degree, they were yet character-  
ized by an amount of resignation and self-sacrifice on  
the part of the victims which reflected credit upon hu-  
manity. Patiently and uncomplainingly did they, in  
the majority of instances, bear their sufferings. "Go,"  
said the heroic Mr. Macley to a friend who was an-  
xiously endeavoring to relieve his agonies, "there are  
others who require your attentions more than I do;  
attend to them, I can wait." Nor is this a solitary  
case of magnanimity; there was many an instance  
among the sufferers which manifested the finer traits  
of man's nature.

It is gratifying to notice the prompt and efficient  
administration by the Citizens of Burlington. The  
ladies were foremost in the work of charity, and to  
their efforts is many a wounded man and woman in-  
debted for life. They were the first to summon their  
male relatives to assist in removing the helpless to a  
place of shelter; it was their hands which prepared  
the bandages and the cooling draughts; it was their  
pity and kind attentions which soothed the feverish  
pillows of the wounded and the dying. And among  
these obscure people there was many a heart actuated  
by as high a sense of Christian charity, and as true  
a spirit of fortitude as that which throbs in the bosom  
of even the famed Miss Nightingale. Noble exam-  
ples were they of their womanhood—true, indeed, to  
the purposes of their holy mission.

We might give a dozen accounts of the affair from the  
personal narration of passengers who were visited,  
but as they do not materially differ in facts, we do  
not make room for them.  
We have also at hand the accounts of the Philadel-  
phia and Newark papers, but we do not find any im-  
portant new features in them.

**LIST OF PERSONS KILLED.**  
The following list embraces all the dead up to the  
latest accounts received last night.  
1. ASKEW, Baron DUROUX DE ST., French Consul  
at Philadelphia. Died very soon after being taken to  
Burlington. His body was taken in charge by A.  
Saunders, the Vice-Consul. Baron de St. Andre  
was dreadfully bruised and lacerated about the  
head and body. He was carried home by the rail-  
road, where he died soon after the accident. He re-  
sided at No. 134 South Sixth-st. Baron Darand St.  
Andre was a young man, aged about 25. His father  
was Consul at New-York. He enjoyed the esteem  
and love of the French population here. His remain-  
s will be interred at Montmartre. The Vice-Consul  
will fill his place until further orders.

2. BACON, EDWARD P., residing in Green-st., above  
Seventh-st., Philadelphia. His body was taken away  
by Jacob P. Fisher.  
3. BANCROFT, JAMES CLEMENT, resided at No. 367  
Locust-st., Philadelphia. Body taken away by Mr.  
Frederick Brown of same city. Mrs. Barclay was  
on her way to New-York, whence she intended to embark  
for Europe.

4. BOYCE, Major WM. M., of the United States Navy,  
attached to the Coast Survey. He was just from  
Wilmington.  
5. BOYCE, Miss EMILY M., daughter Major Boyce.  
Died yesterday. Her body, and that of her father,  
was taken in charge by the Major's brother-in-law,  
Thomas M. Lee of Burlington.  
6. BURTON, CHARLES H., of Trenton, N. J., of the  
firm of the York and Lancaster Iron Manufacturers.  
Cognell of Trenton, took charge of the remains. The  
body was recognized by finding upon it a bank-note  
containing \$1,200, which Mr. Green of Philadelphia  
had at morning handed to him to deposit in Trenton.  
Mr. Burton was in the prime of life, a colored servant  
of Commodore Smith; came with him from Washing-  
ton. She was buried at Burlington.

7. CHONNEL, Rev. JOHN MARTIN, of the Presby-  
terian Church, Wilmington, Del. He died soon after  
reaching Burlington. The body was delivered to Dr.  
Heineken, a druggist, corner of Fifth and Chest-  
nut-sts., Philadelphia.  
8. DALLAN, JOHN, of Baltimore, Md. Mr. H. W.  
Worthington of the same city took his body in  
charge.

10. HOWARD, JACOB, of Lebanon, Tennessee. In  
the fourth car, had evidently taken on the platform,  
and having jumped on the embankment, (for this oc-  
curred in a light cut), was caught by the platform and  
driven into the bank a mangled, bleeding corpse. The  
Coroner forwarded his body to Messrs. Rutherford &  
Davis of Lebanon.

11. HUGHES, CHARLES, of Peoria, Illinois.  
We were unable to ascertain more than the name.  
The body remains in care of the Coroner.  
12. INGERSOLL, GEORGE R., of Philadelphia, son of  
Lieut. Harry Ingersoll. He was traveling in company  
with Mrs. Barclay. He died at Mr. Becker's, formerly  
the seat of Joseph Barclay, at Bordentown, and  
his body was taken to Philadelphia.  
13. JEVINS, HUGHES B., of Newark, Delaware.  
His body was consigned to Daniel W. McCauley of  
Philadelphia.  
14. KELLY, ALEXANDER, earthenware store in  
Market-st., near Elizabeth, Philadelphia. A son of  
the deceased took the body to the City Hotel.  
15. KIRK, WILSON, of the firm of Kent & Dyott,  
at the Philadelphia lamp and chandelier manufactory,  
No. 74 South Second-st., was instantly killed. He  
was a native of Bloomfield, N. J. His partner, M. B.  
Dyott, took away the body.  
16. LINCOLN, J. P., 23, daughter of Mrs. Lin-  
coln, of the well known author of a work on bot-  
any. Miss L. was not badly disfigured, as has been  
stated, but was evidently strangled by having her neck  
pressed against the rail, as she was found in that po-  
sition. Her half-brother, Charles E. Phelps, took the  
body.  
17. MEREDITH, THOMAS J., of Baltimore, Md., of  
the firm of Spicer & Meredith. His partner, Joseph  
B. Spencer, took charge of the body.  
18. PRESCOTT, Mrs. MARGARET of Salem, N. J.,  
wife of the Rev. Mr. Prescott, and sister-in-law of  
William H. Prescott, the historian. Her body was  
left in charge of Baber Denny.  
19. FRICK, JAMES, of Ellicott's Mills, Maryland.  
She was returning to her home in this City from a  
visit to her friends in Philadelphia; severely injured  
about the breast. She was struck by an iron bar.  
20. RIDGWAY, GEO. W., oil merchant, Philadel-  
phia, No. 30 North Delaware-st. He jumped out and  
the cars were crushed upon him. His watch was  
crushed in pieces on his breast, and his breast torn  
open. Mr. A. J. Cullen of Philadelphia, took charge  
of his body.  
21. RUSH, HENRY, of Georgetown College, D. C.  
His body was taken away by Messrs. Jordan &  
Fuehl, of the College.  
22. RUSSELL, JOHN M., Commodore in the United  
States Navy, attached to the Bureau of Dock and  
Yards. His wife was with him, and was badly in-  
jured.  
23. Body of a man about 50 years of age. Not yet  
recognized.  
24. Body of a man, apparently an Irish laborer.  
Not recognized.  
The above list is pretty nearly perfect, we believe.  
The Jane Pringle here mentioned may have been  
confused with Caroline Pringle, who is among the

wounded. The Philadelphia papers give as dead  
"William Ridgway of New-York;" but we cannot  
find anything for it, and so omit the name altogether.

**LIST OF THE WOUNDED.**  
1. BENNETT, Mr. HENRY L., brother-in-law of Mr.  
Gillespie, of New-York, has a cut on his back, but  
of no serious nature. He is about the street.  
2. BOYCE, Major Boyce, of Georgetown, D. C., is  
considerably bruised and strained, but is improving  
slowly. Her husband Major William M. Boyce,  
formerly of the army and the Coast Survey, was  
taken with Mrs. Barclay with his family, and died in  
his arms. He is improving very rapidly. Internal.  
His daughter, Miss Emily Smith Boyce, had her right  
leg crushed nearly to the hip and died at 9 P. M. on  
Wednesday. Their bodies started for Georgetown  
last night. A son and daughter of Mrs. Boyce es-  
caped unhurt.  
3. BROWN, M. W., of Delaware Co., Penn., was  
much bruised, but had no bones broken.  
4. DIXIE, CHARLES, of Philadelphia, is severely  
but not fatally injured in the back and legs. He is at  
Mr. Reid's.  
5. FINELEY, Mr. THOMAS, a resident of Philadel-  
phia, is much injured. He is a correct manufacturer,  
resides at Fourth and Georgia-sts. His collar-  
bone is broken, and he is much bruised about the face.  
He will probably recover. He has a wife and seven  
children. He is at Mrs. Davis's.  
6. FISHER, JACOB, a resident of Philadelphia, N. J.,  
engaged in the glass business, and the first of the  
Baker Fishery, was very seriously injured. He is a  
widower and has five children.  
7. FISK, OTIS, of Middletown, Conn., is at C. R.  
Smith's considerably injured.  
8. FRASIER, FORBES, an Irishman, residing at  
Market-st., was, with one of his collar bones broken,  
and also severely bruised about the body.  
9. GILLESPIE, JOHN F., of Natchez, Miss., a planter,  
66 years old, had both legs broken, the left one in  
two places. It was amputated yesterday, at 7 P. M.;  
he was very much shocked. He was in the car, and  
the leg was crushed. He is at the City Hotel.  
10. GILLESPIE, Mrs., 54 years old, has her left leg  
broken, her right ankle dislocated, and is also inter-  
nally injured. Her leg was not amputated yesterday  
afternoon, only because her pulse was too low. Doubts  
are entertained of her recovery.  
11. HARRIS, Mrs., was so badly bruised that she  
was unable to walk.  
12. HART, Mr. BENJAMIN of Conshohocken, Pa.,  
was badly injured about the face and side. His arms  
also are bruised.  
13. HARRIS, GEO. F., of Cecil Co., Md., 27 years  
old was taken to Little Falls to undergo an operation  
in some water wheel. His collar-bone broken, and he  
is very badly bruised. He is hoping to be well  
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putting in the wheel. Mr. Jarvis's mother, a widow,  
resides in Newark. He was killed instantly. Mr.  
Harris' backward a long distance. His friend sat  
next the window; they were in the C car, the  
one next the rear. Mr. Harris is at Dr. Hollen-  
beck's.  
14. HATMAN, CAROLINE, a colored woman, was so  
much bruised and scratched as to be confined to her  
bed.  
15. HEYWARD, Mr. D. T., of Charleston, S. C., re-  
ported as dead, is alive and doing well at Dr. Frum-  
ble's, although he has a fracture of the right arm, a  
dislocation of the right shoulder, and some bruises  
and cuts.

16. HUGHES, Mr. H. A., of Truro, Mass., 31 years  
of age, had his right arm broken and a cut over his  
left eye. His hand is slightly scratched. He was  
going home to see his child, who is very sick. He  
finds that the Company and the Old Fellows take  
very good care of him. He was in the car, and the  
left leg or the right leg, and saw the top of the  
car, and was killed by the window, which was  
the last he knew until he came to consciousness at the  
hotel. He thinks the train, at the time, was moving  
at just about their usual traveling speed. He hopes  
to leave today for home, but the Doctor may not say  
yet.  
17. HUSEMAN, Mrs., of Philadelphia, Walnut-st.,  
west of Seventh, is at Mr. Askew's. She has her  
left arm fractured above the elbow and badly lacer-  
ated below, and a severe flesh-wound under the eye  
and forehead. Mrs. Clement Barclay, who was killed,  
was her daughter, and she was in the country  
within ten miles of New-York, and Mrs. Barclay's  
children were there.  
18. KAY, ISAAC, M., of Hazledon, N. J., had both  
legs broken; one of them has a compound fracture.  
He is also considerably cut about the head and arms.  
He has been taken home by his wife, and is recovering  
very rapidly.  
19. KELLEY, JOHN, Agent of the Ohio and Penn-  
sylvania Railroad Company, is badly injured, but not  
fatally. He is cut and bruised over his entire body.  
20. KING, Mrs. of Charleston, S. C., an elderly  
lady, has lacerations about the head, and is recover-  
ing very rapidly. She was in the car, and the  
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to leave today for home, but the Doctor may not say  
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21. LITTLE, Mr., of Pittsburgh, slightly injured in  
the left shoulder, came to this City.  
22. LEBOURRIER, Mrs., of Philadelphia, of the  
firm of Messrs. Le Bourrier & Brother, silk-dealers  
in Chestnut-st., near Eighth-st., was in the car, and  
was killed by the window, which was the last he  
knew until he came to consciousness at the hotel.  
23. LUM, SAMUEL, of Canton, Ohio, a lawyer,  
received concussion of the brain, and is very ill. He  
was insensible except at times until yesterday morn-  
ing. A friend is with him at Dr. Hollenbeck's.  
24. LANTARD, Mr., who was slightly injured, has  
gone home.

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41. BENNETT, Mr. HENRY L., brother-in-law of Mr.  
Gillespie, of New-York, has a cut on his back, but  
of no serious nature. He is about the street.  
42. BOYCE, Major Boyce, of Georgetown, D. C., is  
considerably bruised and strained, but is improving  
slowly. Her husband Major William M. Boyce,  
formerly of the army and the Coast Survey, was  
taken with Mrs. Barclay with his family, and died in  
his arms. He is improving very rapidly. Internal.  
His daughter, Miss Emily Smith Boyce, had her right  
leg crushed nearly to the hip and died at 9 P. M. on  
Wednesday. Their bodies started for Georgetown  
last night. A son and daughter of Mrs. Boyce es-  
caped unhurt.  
43. BROWN, M. W., of Delaware Co., Penn., was  
much bruised, but had no bones broken.  
44. DIXIE, CHARLES, of Philadelphia, is severely  
but not fatally injured in the back and legs. He is at  
Mr. Reid's.  
45. FINELEY, Mr. THOMAS, a resident of Philadel-  
phia, is much injured. He is a correct manufacturer,  
resides at Fourth and Georgia-sts. His collar-  
bone is broken, and he is much bruised about the face.  
He will probably recover. He has a wife and seven  
children. He is at Mrs. Davis's.  
46. FISHER, JACOB, a resident of Philadelphia, N. J.,  
engaged in the glass business, and the first of the  
Baker Fishery, was very seriously injured. He is a  
widower and has five children.  
47. FISK, OTIS, of Middletown, Conn., is at C. R.  
Smith's considerably injured.  
48. FRASIER, FORBES, an Irishman, residing at  
Market-st., was, with one of his collar bones broken,  
and also severely bruised about the body.  
49. GILLESPIE, JOHN F., of Natchez, Miss., a planter,  
66 years old, had both legs broken, the left one in  
two places. It was amputated yesterday, at 7 P. M.;  
he was very much shocked. He was in the car, and  
the leg was crushed. He is at the City Hotel.  
50. GILLESPIE, Mrs., 54 years old, has her left leg  
broken, her right ankle dislocated, and is also inter-  
nally injured. Her leg was not amputated yesterday  
afternoon, only because her pulse was too low. Doubts  
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